

BRIDGE TOLLING PROJECT: TOLL LOCATIONS 1 AND 2



Fact Sheet – September 2017

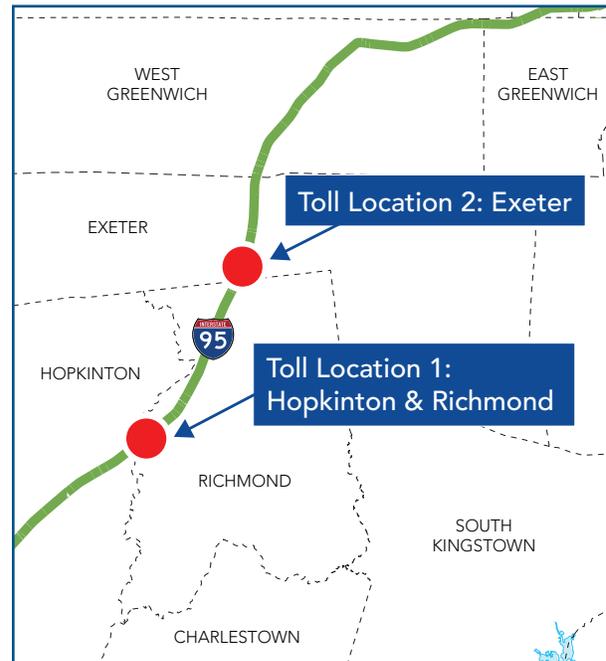
New Truck Tolls Advancing

Rhode Island Department of Transportation's (RIDOT) RhodeWorks program includes charging a toll on large commercial trucks only (Vehicle Class 8 and higher) to help fund repairs to Rhode Island's roads and bridges.



Wood River Valley Bridge in disrepair.

The first two toll gantries will be built at Toll Locations 1 and 2 at the southern end of I-95. Tolls from Toll Location 1 will be used to repair the Wood River Valley Bridge, a functionally obsolete I-95 bridge over Mechanic Street and the Wood River in Hopkinton/Richmond. The new Tefft Hill Trail Bridges and the bridge over Baker Pines Road on I-95 will be funded by tolls from Toll Location 2. Because Toll Locations 1 and 2 are geographically close, they share a likely diversion route and the potential impacts are being evaluated by RIDOT in one Environmental Assessment (EA). Potential impacts of the remaining toll systems will be addressed in subsequent environmental documentation. Federal Highway Administration will review the findings in the EA and make a determination about impacts.



RIDOT is currently studying potential impacts of tolls at Toll Locations 1 and 2.

Who Will Operate the Toll Gantries?

RIDOT selected Kapsch TrafficCom to design, build, operate and maintain the system for 10 years. RIDOT will set the toll rates in accordance with the mandates of the legislation.

RhodeWorks Bridge Tolling Program: An Overview

RIDOT's comprehensive funding program, the RhodeWorks bridge toll system program will charge a toll on **large commercial trucks (vehicle class 8 and higher)**. Toll rates have not been set, but tolls on commercial trucks with Radio-frequency identification (RFID) are limited to once per toll facility, per day in each

direction. Tolls for commercial trucks are also limited to a \$20 total for a border-to-border through trip on I-95 from Connecticut to Massachusetts and will not exceed \$40 per day for RFID equipped vehicles.



Rural toll gantry rendering.

The legislation authorizing the tolling specifically prohibits tolls on cars and smaller trucks.

Truck tolls will be collected along I-95. Construction of the project will allow RIDOT to collect tolls to help pay for bridge repairs and expedite the improvements.

Rhode Island ranks last in the U.S. in overall bridge condition. Increased revenue from tolls, federal funds and other revenue sources will allow RIDOT to repair and rebuild over 150 structurally deficient bridges and make repairs to 500 more bridges over 10 years. Without the new revenue, about half of the state's bridges will be structurally deficient by 2025. The state will realize significant savings by addressing the problem now instead of waiting.

How Will Tolls Be Collected?

New technology has eliminated the need for toll plazas where vehicles stop or slow to pay. The toll gantries will be erected at up to 14 locations across the state near bridges that will be rehabilitated or replaced as part of the RhodeWorks program. The toll gantry will be equipped with devices to read a truck's transponder and deduct the toll. Trucks without a transponder will be billed by mail using a camera that records license plates.

Sign Up for Tolling Project Updates and Information on Construction Activities

For more information or to sign up for e-mail notices during construction visit RhodeWorks at <http://www.dot.ri.gov/rhodeworks>.

Tell us what you think!

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